

#### FIRST PRESBYTERIAN CHURCH

approval. A railroad! Why there was no railroad in the entire United States longer than ten miles. By rail over the Moose Mountains! Impossible!

As the mining interests grew and as developments increased, more and more adventurous families began to arrive. Sturdy Scotch Presbyterians, Welsh and Irish from across the seas, cultured and primitive Puritan brothers from the New England States, some courageously traveling by ox team.

We can fancy these men discussing the great subject of ascending and descending planes for crossing the Moose Mountains. What would they use for rails? (There were no iron rails known at that time). Why "hemlock stringers" were to be used, of course, and on the "nearly level" distance between the planes there would be used "a steam locomotive." That could not be!

But someone better informed told of Horatio Allen, the resident engineer during the canal construction, who had been sent to England to have built four locomotives and that word had come that they had been ordered. One from Robert Stephenson & Company, at New Castle and three from Foster, Rastrick & Company, of Stourbridge. One of these, the Stourbridge Lion (destined to play so important a part in our local history), needs no introduction. There is uncertainty about the names of the others. It is thought they may have been called "The American," "The Hudson," and "The Delaware."

And with the finished canal the first cargo of company coal arrived at Rondout on December 5, 1828. In May, 1829, the Stourbridge Lion arrived in New York and was there "set up on blocks and demonstrated under steam." What advancement! A steam locomotive!